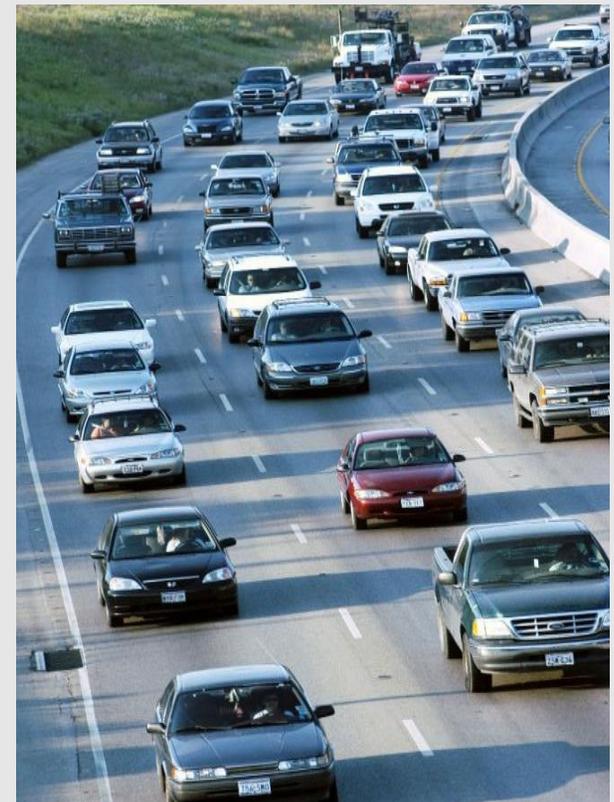


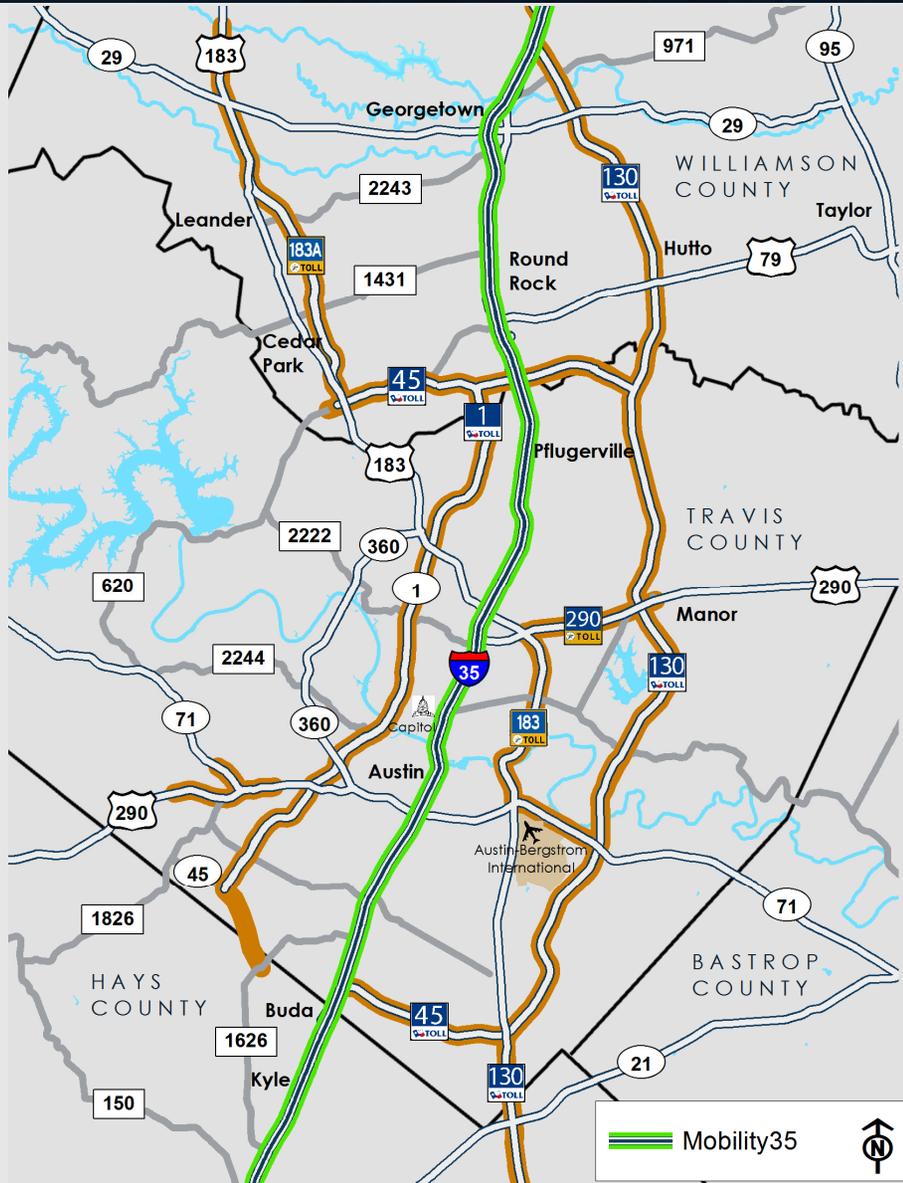


MOBILITY35 PROGRAM UPDATE

Austin City Council - Mobility
Committee



Program limits and goals



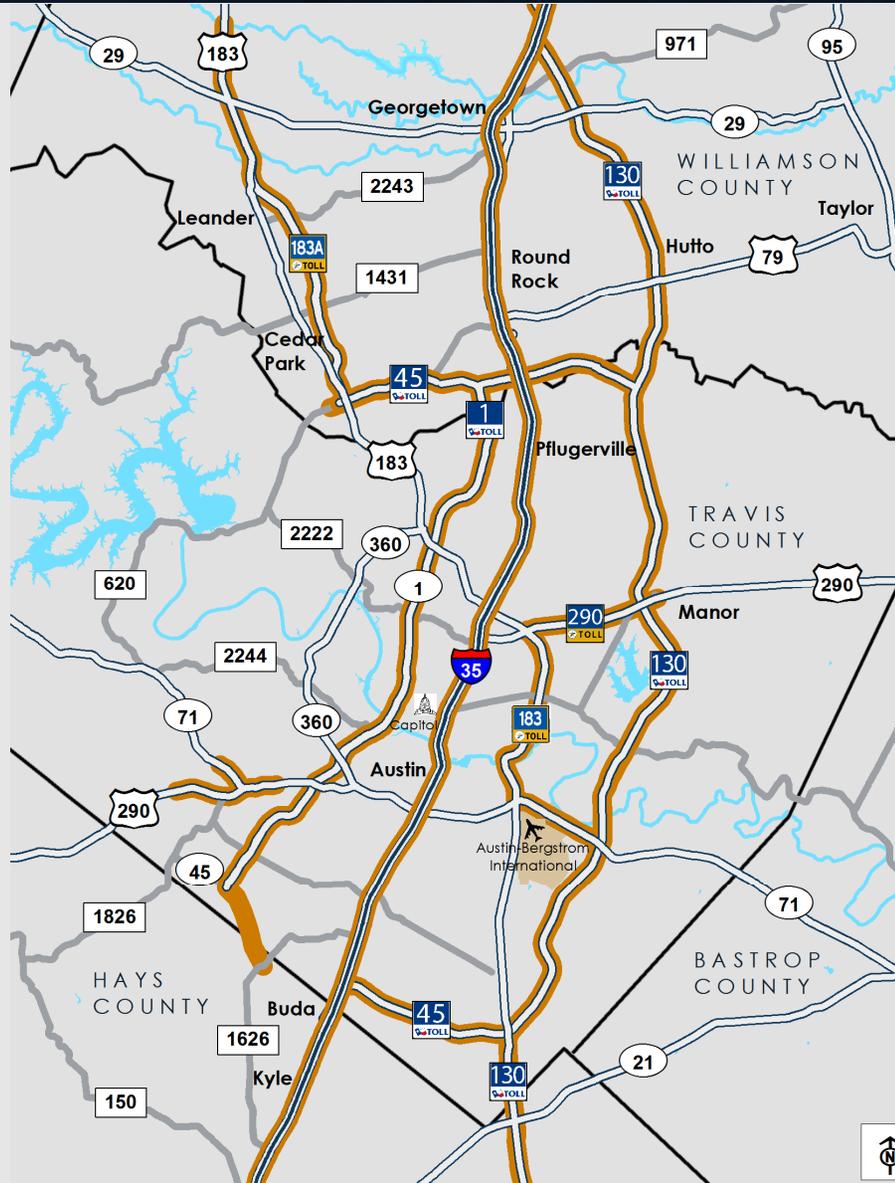
- Kickstarted with \$1 million by city of Austin to study I-35 bottlenecks from US 290E to SH 71
- Limits:
Georgetown to San Marcos
- Goals have remained consistent:
 - Optimize the existing facility
 - Enhance safety
 - Increase capacity
 - Minimize need for additional right-of-way
 - Manage traffic better
 - Improve east/west connectivity
 - Improve compatibility with neighborhoods
 - Enhance bicycle, pedestrian, and transit-user options

Regional system upgrade

PRELIMINARY
SUBJECT TO
CHANGE

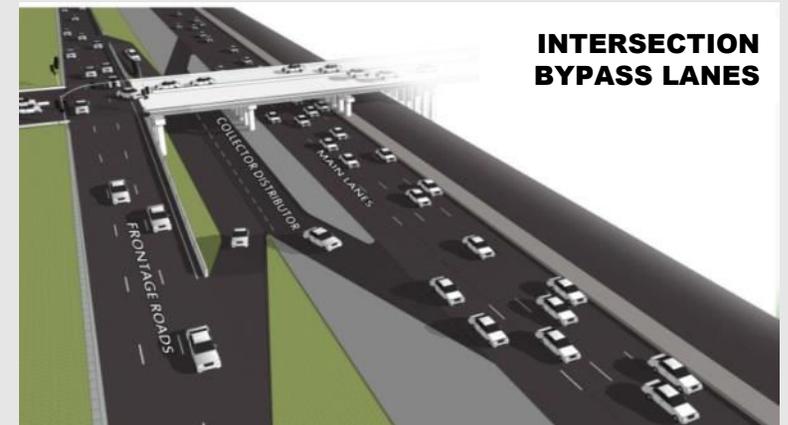
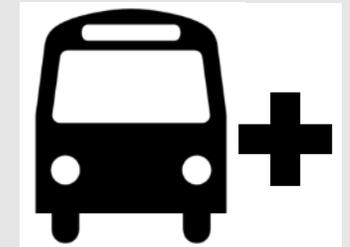
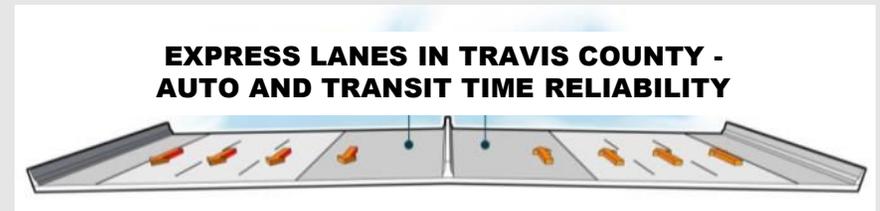
According to the CAMPO 2040 Plan, the total number of lanes crossing the Colorado River will increase 53%.

Facility	Current Total Lanes at Colorado River	Proposed Total Lanes at Colorado River
MoPac (Loop 1)	8	12
I-35	13	16
US 183	6	16
SH 130	5	5
Total	32	49



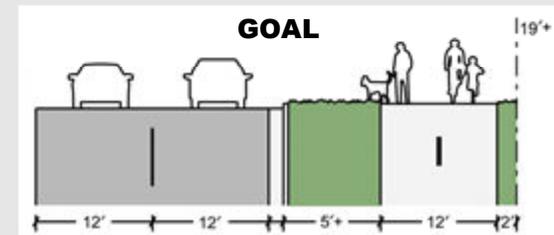
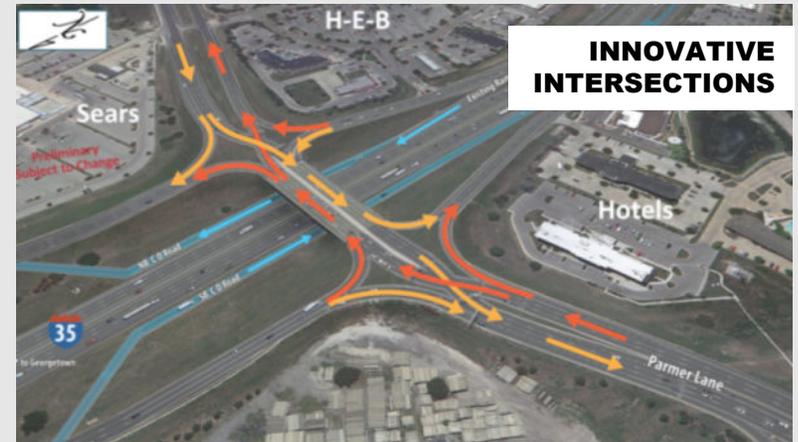
Enhancement concepts

- Add capacity to mainlanes
 - Build express lanes in Travis County (auto and transit time reliability)
 - Lane mode is still under study in Williamson and Hays counties
- Enhance transit options
 - Alternative 1: free transit express lane use
 - Alternative 2: free transit express lane use plus direct bus access from Park and Rides
- Improve mainlane and frontage road traffic flow
 - Modify entrance/exit ramps
 - Add auxiliary lanes or extended entrance/exit ramps
 - Add collector-distributor roads or intersection bypass lanes



Enhancement concepts

- Address intersection bottlenecks
 - Enhance conventional intersections
 - Apply innovative intersections as applicable
 - Intersection bypass lanes
- Address bicyclist and pedestrian needs
 - Shared use path for bicyclists and pedestrians north/south along I-35
 - Buffered sidewalk and bike lane on all east/west crossings
- Maintain east/west connectivity
 - All existing crossings are enhanced (25-30 within city of Austin)
 - New westbound 32nd Street crossing



“Everything and the kitchen sink”

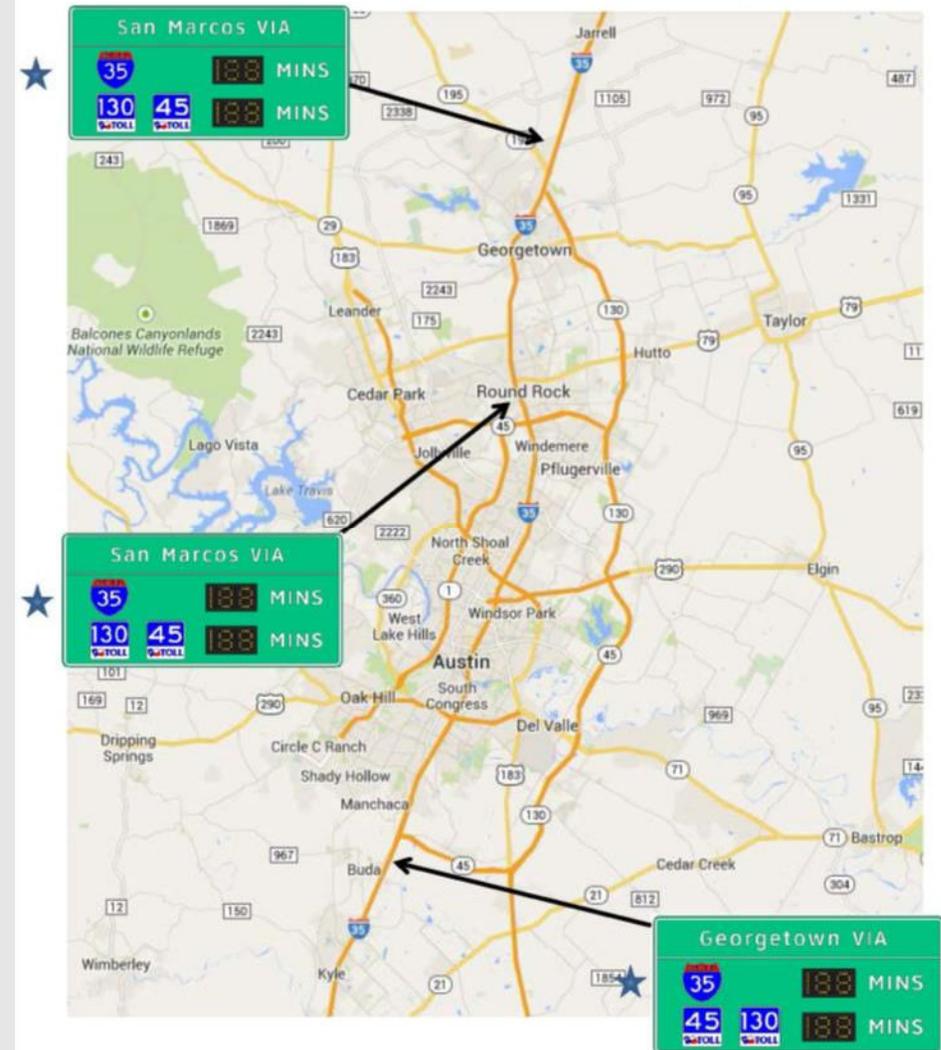
- *Travel Demand Management:*
Reduce peak-hour, single occupant auto commuting using:
 - Transit, bicycling, and walking
 - Non-traditional options:
 - Teleworking
 - Working flexible schedules/ hours
 - Carsharing, ridesharing, carpooling, and vanpooling
- *Transportation Management System:*
Better manage traffic during peak periods, incidents, special events, construction, and weather using improved:
 - Data collection
 - Roadway monitoring
 - Communications to public
 - Operations and agency coordination with transportation partners



Other initiatives - Integrated Corridor Management

- Intelligent Transportation Systems Five-Year Master Plan
- Early action Intelligent Transportation Systems
 - Gap project
 - Driver information signs
 - Construction information to users
- Travel Demand Management
 - Movability Austin
 - City of Austin
 - Chamber of Commerce
 - Private Partners
 - TxDOT
 - TxDOT Pilot Program
- \$10 million funded for Traffic Management System through Congestion Initiative Funding

Proposed Signs Location Map



★ Text-based travel time sign

City of Austin partnership

- \$1 million funding by city of Austin to study I-35 bottlenecks from US 290E to SH 71
- \$2 million funding contribution for 2014 Planning and Environmental Linkages Study to study additional capacity purpose, mode, segmentation
- On-going program-level and project-specific review and coordination
 - Transportation, Public Works, and Parks and Recreation Departments
 - Austin Water Utility
 - I-35 Integrated Corridor Management Partnership
- \$9.2 million funding committed toward 51st Street southbound project
- Provided funding and implemented sidewalk gap projects



Joint public and stakeholder outreach

- Publication of events and projects
- Participation in neighborhood meetings, stakeholder meetings, and open houses
- Consultation with city of Austin committees and departments
 - Urban Transportation Commission
 - Pedestrian Advisory Council
 - Bicycle Advisory Council
 - I-35 Sub-Committee
 - Mueller Advisory Commission
- Briefings to Austin City Council

Since 2011, Mobility35 has met “anyone, anytime, anyplace” at over 300 stakeholder, community, and public outreach meetings.



Community outreach

The Mobility35 program community stakeholders include (but are not limited to):

- East Cesar Chavez Neighborhood Planning Contact Team
- Real Estate Council of Austin
- Downtown Commission
- Huston-Tillotson University
- The University of Texas at Austin
- St. Edwards University
- Seton Family of Hospitals
- St. David's HealthCare System
- Capital Area Rural Transportation Planning Organization
- Austin Bike Program
- South Congress Neighborhood Contact Team
- Texas Facilities Commission
- Downtown Austin Alliance
- City of Austin Urban Transportation Commission
- Waller Creek Conservancy
- CAMPO Commute Solutions
- Onion Creek Neighborhood Association
- Downtown Austin Neighborhood Association
- Austin Area Regional Transit
- Congress for New Urbanism
- City of Austin EMS
- South River City Citizens Association
- Austin Pedestrian Advisory Council
- St. Johns Contact Team
- Greater Austin Chamber of Commerce
- ANC East Neighborhood Planning Team
- Cherrywood Neighborhood Association

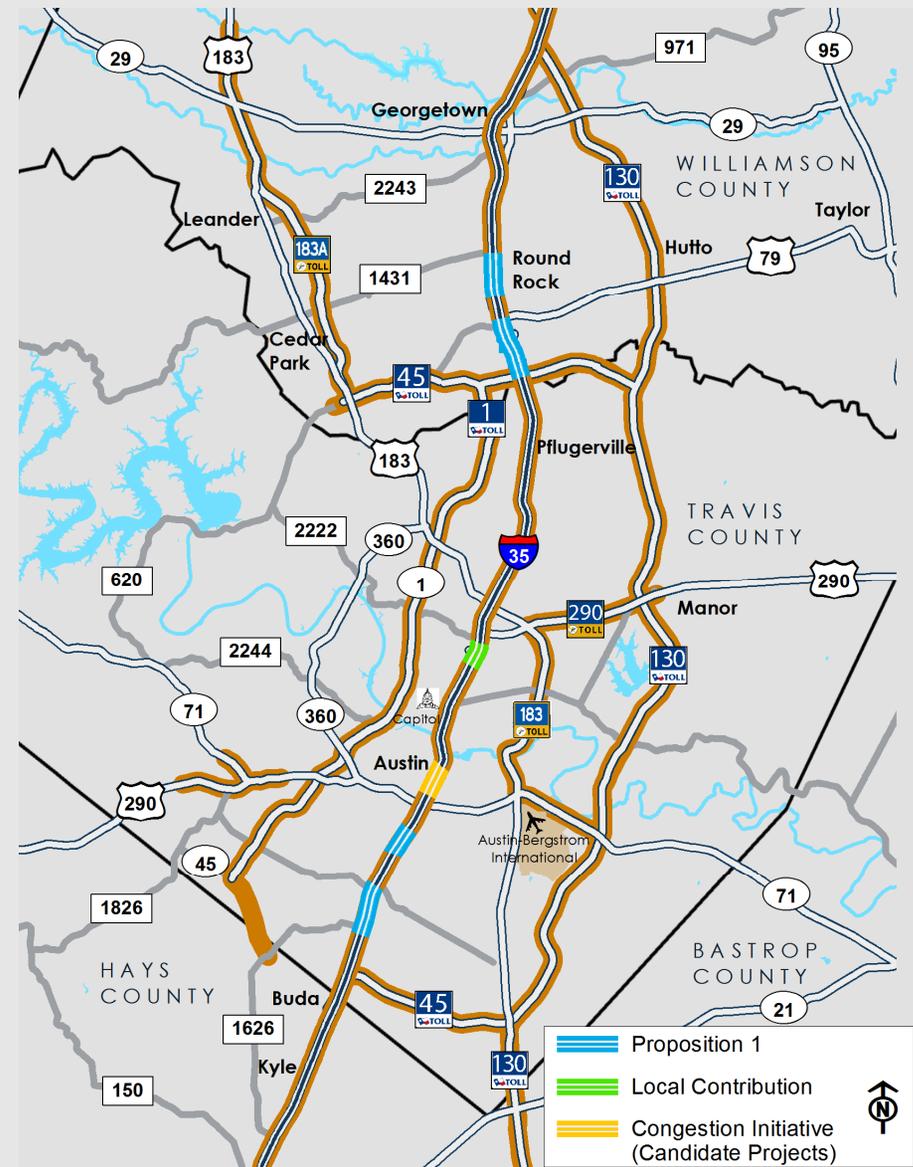
Funded I-35 projects – 2015 and 2016

2015 Construction

- **US 79 to SH 45N (northbound): \$28.1 million** **TOP 100**
- **Stassney Lane to William Cannon Drive: \$79 million** **TOP 100**
- **Slaughter Creek Overpass: \$9.2 million** **TOP 100**
- **RM 150 to Blanco River: \$9 million**

2016 Construction

- **RM 1431 to FM 3406 (southbound): \$10.7million (est.)** **TOP 100**
- **51st Street (southbound): \$20.6 million (est.)** **TOP 100**
- **Oltorf Street: \$54.5 million (est.)** **TOP 100**



I-35 projects under development for 2016–19 letting

2016 Candidate Projects

- **I-35 at FM 3406: \$16.5 million**
- I-35 at Posey Road: \$20 million (\$15 million funded)

2017 Candidate Projects

- **I-35 from Rundberg Lane to US 290E: \$203.6 million (\$82.7 million funded)**
- I-35 from Kyle Crossing to RM 150: \$18.5 million
- I-35 from north of River Ridge Parkway to Loop 82: \$4 million

2018 Candidate Projects

- I-35 at Williams Drive: \$30.5 million
- I-35 at RM 2243: \$34.3 million
- **I-35 from SH 45N to Grand Avenue Parkway: \$3.2 million**
- **I-35 at Wells Branch Parkway: \$29.2 million**
- **I-35 at Parmer Lane: \$25 million**
- **I-35 at Riverside Drive: \$146.8 million**
- I-35 at SH 123 (Guadalupe Street): \$89.4 million

2019 Candidate Projects

- I-35 from Lakeway Drive to Williams Drive: \$24.2 million
- **North Travis Mobility Project: \$395.6 million**
- **South Travis Mobility Project: \$316.2 million**
- **I-35 from Onion Creek Parkway to SH 45SE: \$7.3 million**
- I-35 from Blanco River to River Ridge Parkway: \$7.3 million
- I-35 at Wonder World: \$49.5 million

2020-24 Future Projects

- Central Travis Mobility Project:
 - \$575.7 million Modified Existing
 - \$875.9 million Depressed
- Additional projects remain to be developed under the Mobility35 program

 Congestion Initiative (Candidate Projects)

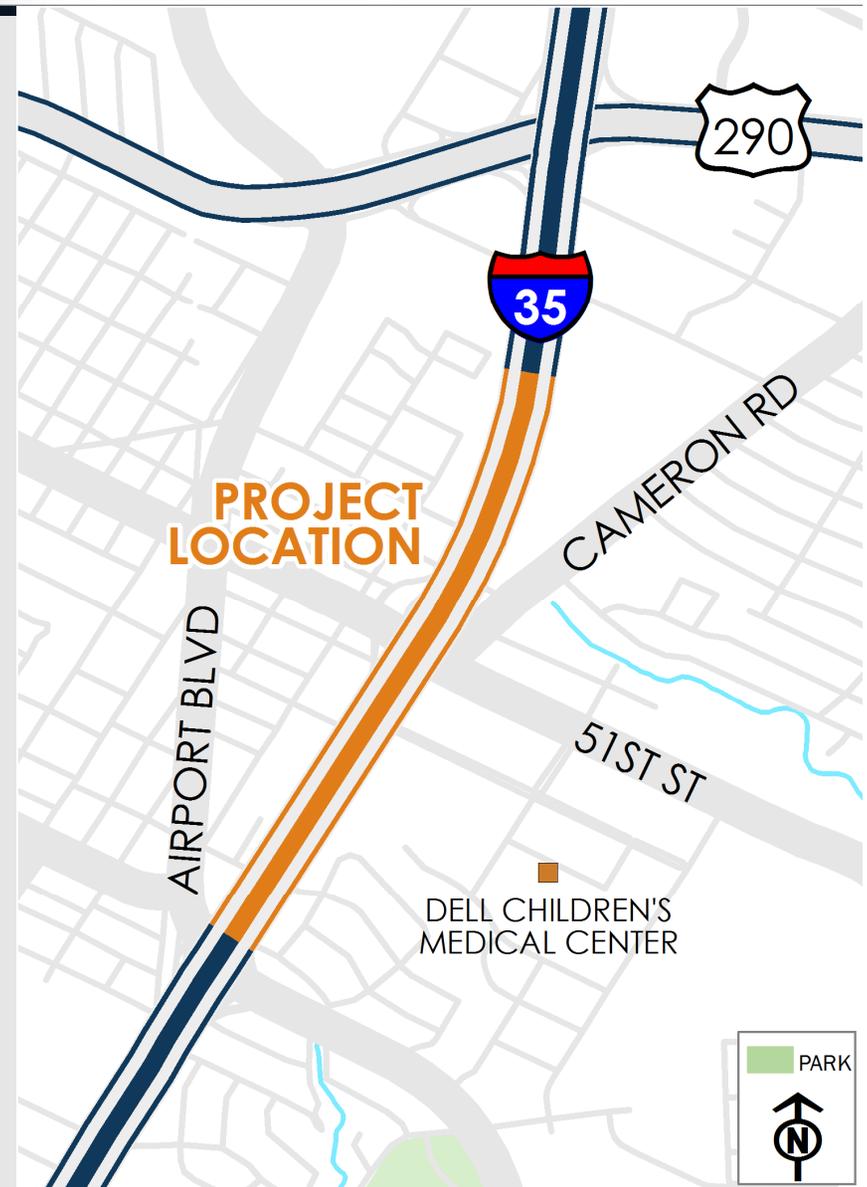
 Projects in bold text are in the top 100 most congested corridors in Texas.

I-35 at 51st Street

TOP
100

PRELIMINARY
SUBJECT TO
CHANGE

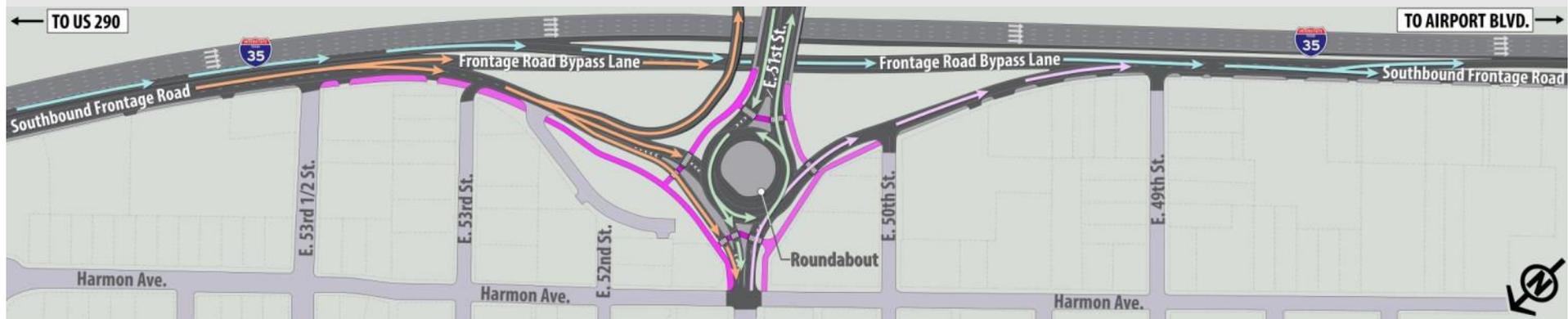
- Project limits: I-35 at 51st Street
- Project overview:
 - Improve intersection of 51st Street and southbound frontage road
 - Add southbound intersection bypass lane to allow through traffic to bypass intersection
 - Improve southbound ramp operations between 51st Street and Airport Boulevard
 - Improve bicycle and pedestrian facilities
- Phase 4: Detailed design
- Cost: \$20.6 million
 - \$9.2 million City of Austin
 - \$11.4 million Congestion Initiative
- Schedule: Construction funded, anticipated start in fall 2016



I-35 at 51st Street

TOP
100

PRELIMINARY
SUBJECT TO
CHANGE



LEGEND

- Traffic to/from Southbound I-35
- Traffic from Southbound Frontage Road
- Traffic to Southbound Frontage Road
- Eastbound/Westbound 51st Street
- Shared Use Path

I-35 from Rundberg Lane to US 290E

TOP
100

PRELIMINARY
SUBJECT TO
CHANGE

- Project limits: I-35 from Rundberg Lane to US 290E
- Project overview:
 - Addition of three new flyovers at the I-35/US 183 interchange
 - Modify the existing I-35 northbound to US 183 northbound flyover
 - Construct new bridge structure with the addition of turn lanes at St. Johns Avenue
 - Add northbound and southbound intersection bypass lane under St. Johns Avenue
 - Frontage road, bicycle and pedestrian improvements
- Phase 3: Schematic and environmental coordination
- Cost: \$203.6 million (\$82.7 million Congestion Initiation funding, otherwise unfunded)
- Schedule: Environmental study completion anticipated spring 2016; final design starting soon; construction is partially funded

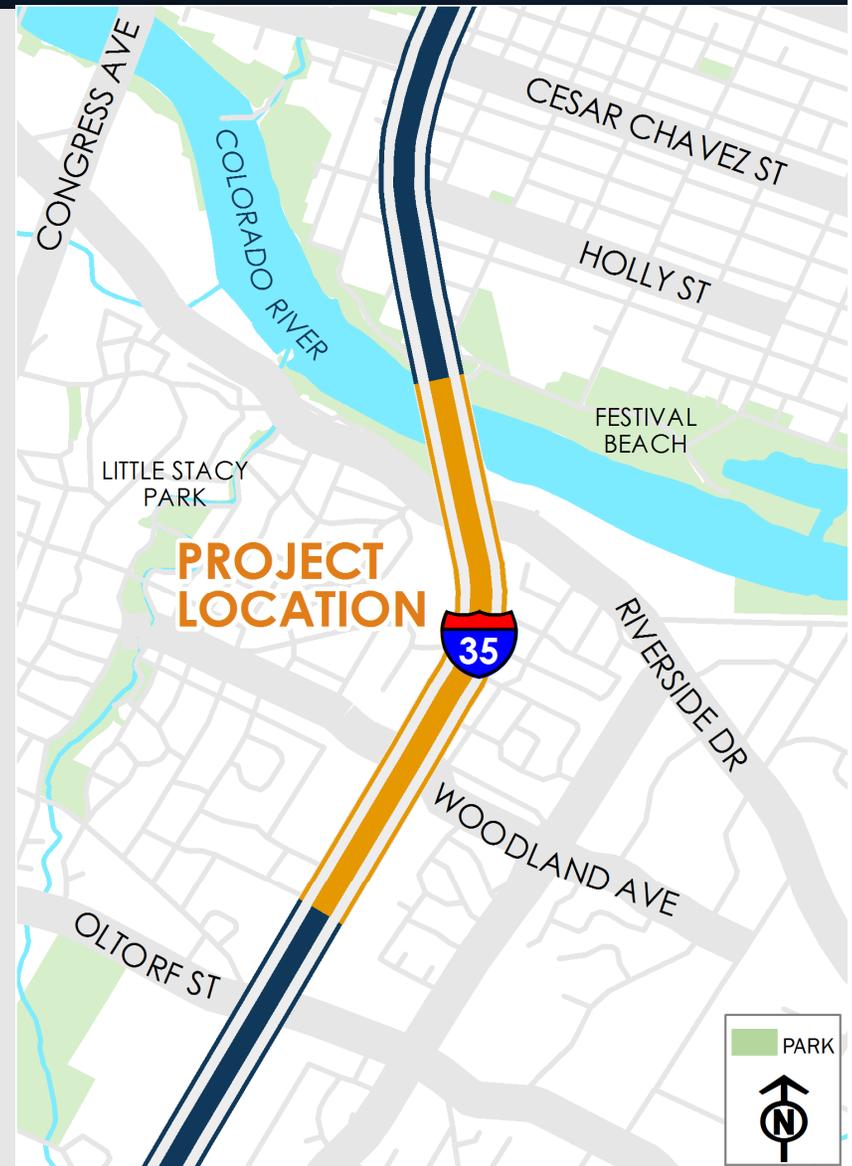


I-35 at Riverside Drive

TOP
100

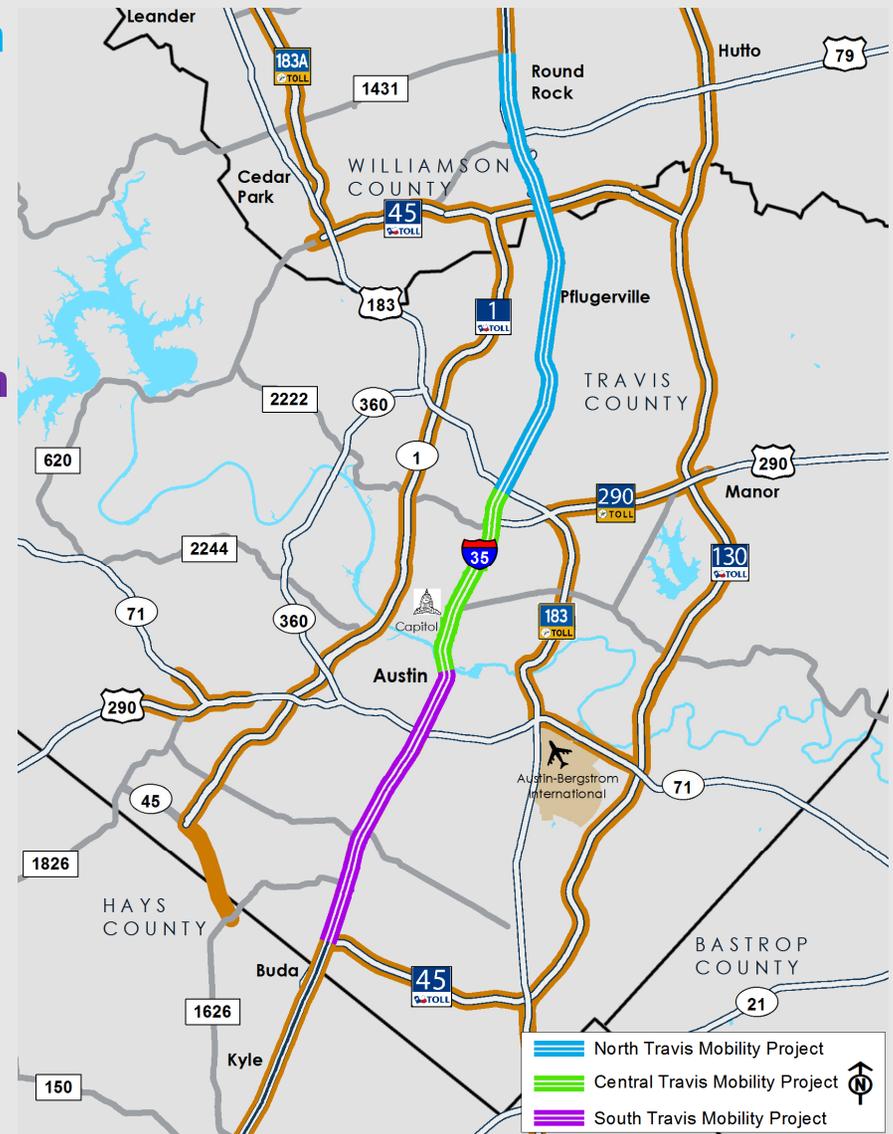
PRELIMINARY
SUBJECT TO
CHANGE

- Project limits: I-35 at Riverside Drive
- Project overview:
 - Reconstruct mainlanes and frontage roads
 - Add southbound braided ramp
 - Add northbound intersection bypass lane under Riverside Drive
 - Reconstruct bridge crossings over Riverside Drive and Woodland Avenue
 - Improve intersections at Riverside Drive and Woodland Avenue
 - Widen bridges over Lady Bird Lake
 - Improve bicycle and pedestrian facilities
- Phase 3: Schematic and environmental coordination
- Cost: \$146.8 million (unfunded)
- Schedule: Environmental study completion anticipated fall 2016; construction not funded



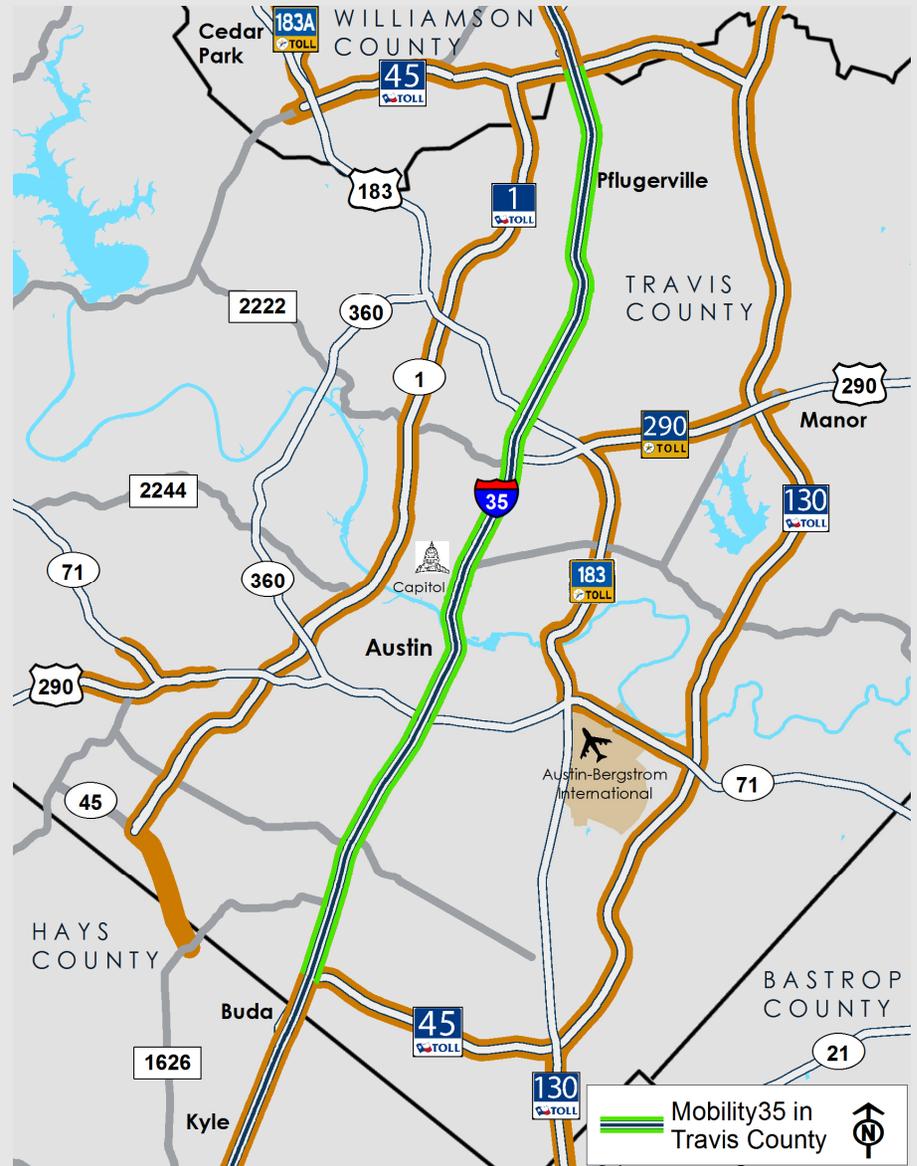
The “Big 3” Mobility Projects in Travis County TOP 100

- **North Travis Mobility Project \$395.6 million**
- **Central Travis Mobility Project**
 - **\$575.7 million Modified Existing**
 - **\$875.9 million Depressed**
- **South Travis Mobility Project \$316.2 million**
- These complete the Mobility35 vision:
 - Add mainlane capacity
 - Express lanes (auto and transit)
 - Operational lane-miles
 - Address bottlenecks
 - Intersection upgrades
 - Design upgrades to improve flow
 - Improve bicycle and pedestrian facilities



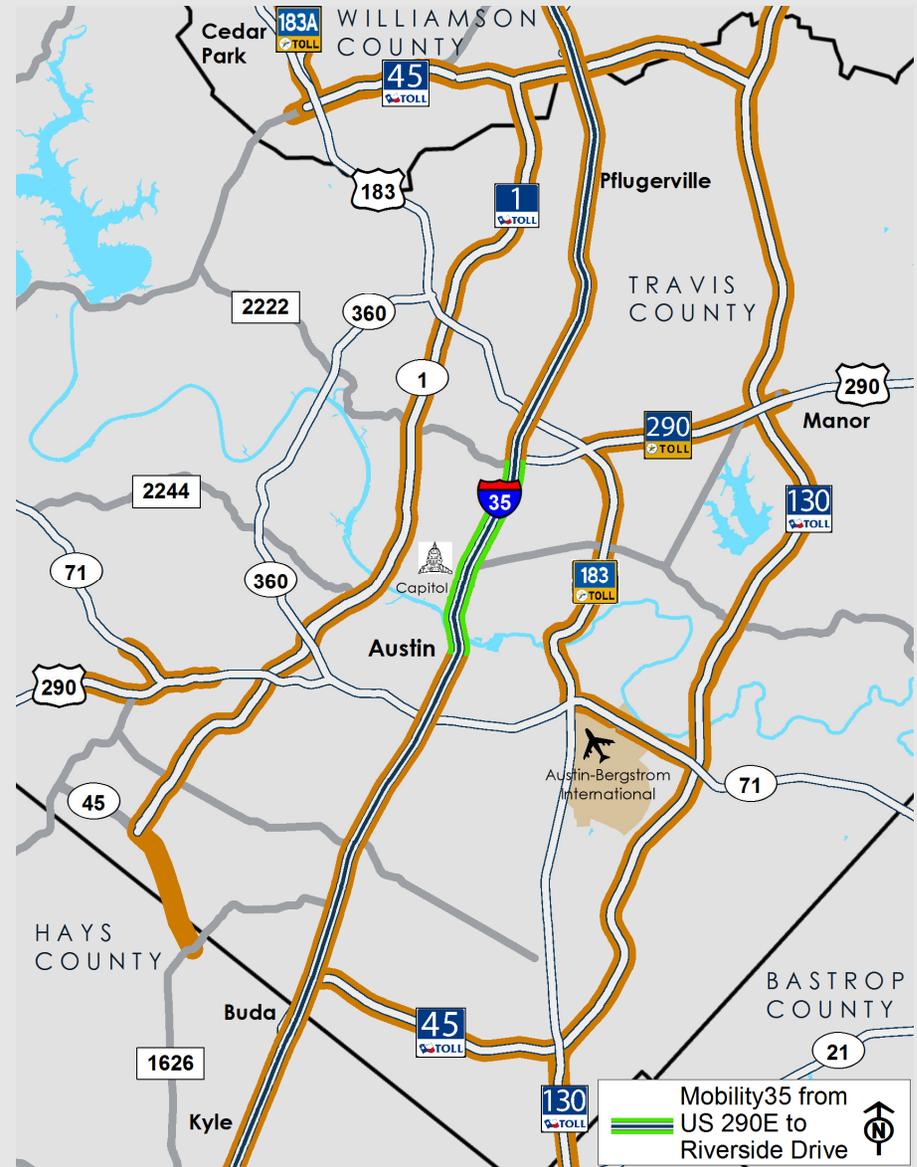
Added capacity on I-35 in Travis County

- From SH 45N to SH 45SE through Travis County, the Mobility35 program adds approximately **35% more lane miles** as I-35 express lanes, mainlanes, extended entrance/exit ramps, and intersection bypass lanes



Added capacity in Capital Area urban core

- From US 290E to Riverside Drive including downtown Austin, the Mobility35 program adds **52% more lane miles** as I-35 express lanes, mainlanes, extended entrance/exit ramps, and intersection bypass lanes



Estimated program cost

Estimated Cost (adjusted for inflation)

- Williamson: \$0.8B
- Travis: \$2B - \$2.3B*
- Hays: \$1.5B
- **Total: \$4.3 - \$4.6B***
- Funded to date: \$0.3B
- **Remaining to be funded in three counties: \$4.0 - 4.3B***

** Travis County estimate is dependent on the final downtown Austin concept and does not include caps*

- **Remaining Travis County portion to be funded: \$1.8B - \$2.1B***

Modified Existing Concept



Fully Depressed Concept – without Caps



Stay involved:

Web: www.My35.org/Capital

Facebook: www.facebook.com/TxDOT

Twitter: @TxDOTAustin

Email: info@mobility35.org

